How's Your Liver?

Is the Oriental salution, knowing that good health cannot exist without a healthy Liver. When the Liver is torpid the Bowels are sluggish and constipated, the food lies in the stomach undigested, poisoning the blood; frequent headache ensues; a feeling of lassitude, despondency and nervousness indicate how the whole system is deranged. Simmons Liver Regulator has been the means of restoring more people to health and happiness by giving them a healthy Liver than any agency known on earth. It acts with extraordinary power and efficacy.

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As a general family remedy for Dyspepsia Torpid Liver, Constipation etc., I hardly ever use anything else, and have never been disappointed in the effect produced; it seems to be almost a perfect cure for all diseases of the Stomach and Bowels.

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BALTIMORE & OHIO R. R. CO.

Railroad Time Card.

June 20th, 1887.

WEST BOUND.

Lv Pittsburgh	pm *2 40	pm *7 30	am *8 00	am †7 00	
Wheeling	8 15	10 15	8 50	pm 1 25	pm *2 20
Bellaire	8 57	10 53	9 32	2 05	3 01
Zanesville	11 09	am 1 22	pm 12 03	5 20	5 39
Newark	am 2 30	2 30	10	6 30	†6 39
Ar. Columbus	3 30	*3 30	2 10	7 40	7 4
Ar. Cincinnati	7 30	7 30	5 45		
Louisville	pm 12 35	pm 12 35	11 30		
St. Louis	6 40	6 40	am 6 50		
Lv. Columbus	10 a		†11 20	m †7 00	p. m †4 45
Mansfield	1 38	†5 55		10 15 pm	*6 19
Ar. Sandusky		8 00	6 25	12 15	
Lv. Tiffin	3 07	8 00	6 40	1 07	9 49
Fostoria	3 25	8 26	7 30	1 47	1 13
Defiance	4 40	10 07	9 41	3 23	1 44
Auburn Jc	5 35	11 28	11 07		
Ar. Chicago	9 50	pm 5 25	am 5 30		a m 6 10

Accomodation leaves Zanesville at 6 30 a. m., daily, except Sunday, and arrives at Columbus at 8 35 a. m., Cincinnati 12 40 p. m.
Accomodation train leaves Wheeling at 7 50 a. m, ally. Arrives at Zanesville at 11 45 a. m.

EAST BOUND.

Lv. Chicago	pm †5 20	am *8 10	pm *11 40	am	
Auburn Jc	7 35	pm 1 48	am 4 37		10 30
Defiance	8 32	3 05	5 50	11 33	11 29
Fostoria	9 50	5 20	7 33	pm 1 32	am 12 57
Tiffin	10 10	5 57	8 03	1 58	1 18
Sandusky		6 25	7 40	2 00	
Ar. Mansfield	11 38	9 05	10 15	3 58	2 56
Lv. Cincinnati			*7 15	7 30	
Columbus	pm 10 55		10 55	11 20	
Lv, Newark	am 1 30	am 12 10	pm 12 55	am †5 00	am 4 55
Zanesville	2 13	1 00	1 58	5 54	5 40
Bellaire	4 25	3 25	5 05	9 00	8 10
Wheeling	7 10	4 00	6 00	pm 12 45	pm 12 45
Ar. Pittsburgh	10 p	6 35 pm	8 40 am	4 00	4 00
Washington	4 20	4 20	6 20		
Baltimore	5 20	5 20	7 30 m		
Ar. Philadelphia	8 45	8 45	12 00		

Trains run daily. †Daily except Sunday.
Accomodation leaves Columbus at 4 55 p. m., daily, except Sunday. Arrives at Zanesville at 7 05 p. m.
Accomodation leaves Sandusky at 2 00 p. m., daily, except Sunday, and arrives at Columbus 7 40 p. m.
Accomodation train leaves Walkerton at 7 00 a. m., daily, except Sunday. Arrives at Chicago Junc., 2 50 p. m., Sandusky, 6 25; Mansfield, 3 58; Columbus, 7 40, and Zanesville, 7 05.
Accomodation train leaves Zanesville at 1 00 p. m. Arrives at Wheeling, 6 00 p. m.
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Pittsburg & Lake Erie R. R.

On and after Jun. 1st, 1887, trains will run as follows; Central Time.

WESTWARD.

Lv Pittsburgh	5.30 a m	*1 10 p m
" Newcastle	7.20 "	2 45 "
" Youngstown	8.20 "	3.45 "
Ar Ashland	12 04 p m	9.12 "
" Mansfield	12.35 "	9.49 "

EASTWARD.

Lv Mansfield	*6.13 a m	*1.33 p m
" Ashland	6.44 "	2.05 "
" Youngstown	10.50 "	5.45 "
Ar Newcastle	11.45 "	6.27 "
" Pittsburgh	1.35 p m	8.05 "

*Daily

A. D. SMITH, Gen. Pas. Agt.
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Canadian Pacific.

Oration delivered at the entertainment given by the students of Ashland College, Friday evening, Nov. 4, 1887.

The last half of the nineteenth century will always stand forth in history as remarkable for the conception and completion of mighty prospects, but of the gigantic feats of engineering and financiering none excel in magnitude and importance the building of the Canadian Pacific, uniting the great cities of the St. Lawrence Valley with those of the Pacific Coast and making them the gate-way to Pacific and a depot and an interpot of a commerce continental in its proportions.

Let us recall the past 16 years, when this marvelous project was first conceived, when the Pacific railway recieved the Royal assent and the company its charter, and view the great problem before the organizers of the new company.

This meant the construction of at least 2,500 miles of new line, of this many miles were to be constructed through a district, of which all that was known of it, was its extreme unsuitability for railway construction.

The fertility of the great plains lay stretching for miles in the west, which was then theoretically believed in by few, but was practically demonstrated to the many, still farther west lay the great mountains to be crossed and the dangerous canyons of the Columbia River to be threaded.

Through these regions three quarters of a million sterling had already been spent and had scarcely discovered one feasible route for railway construction.

After thirteen years of perplexity and struggle the great work was achieved and an immense area of the most valuable land of the Canadian domain is summoned to add to its quota, to the national wealth and prosperity of the Dominion.

There was never a project undertaken by man recorded in the annals of the world that incurred for any people a greater cost than did the building of the Canadian Pacific.

This difficulty was wielded by a just mortgage loan, the entire line was equipped and money raised for its completion. It was encouraged by the syndicate formed by the German and American captalists who saw the importance of allying the great trans continental rail way to the navigation lines of Puget Sound and the Pacific Ocean.

The United States has already begun to reap some of the rewards for the sacrifices she has made. She has wielded the great iron band from New York to Puget Sound, rendering permanent a government, occupying a line of over 2,500 miles of new line, developing a territory al most boundless in its limits and inexhaustable in its resources, comprising many states and territories, and destined within our own time to bring into existence many new states and territories to shine with fresh lustre on the widening circles of jewels of our republic.

The construction of a transcontinental railway by the Dominion was one of the conditions upon which British Columbia entered the confederation in 1871, the onerous undertaking has ever since been one of the greatest responsibilities of successive governments.

It has developed the great North West Territory, so that previous to the construction of the Canadian Pacific, it was an uninhabitable country, barren of any wealth to the Dominion. At present the golden wheat is waving in its spacious fields, the natural resources are abundantly produced and the forests no longer remain a rambling home for the savage.

The eastern and western states have been equalized by this line, it opens up a short way for the Canadian people to the heart of the Rockey Mountains through a healthful and picturesque region, and transports to the doors of their merchants the fruits and jewels of California, the teas and silks of Japan.

By it the wheat of the great Territery, the wool from the northern branches of the Columbia River, and the cattle from a thousand hills have found a market. People are no longer grouped together by state or natural boundaries; but are as those who travel the same road. It has subdued the Indian depredations and linked together the dwellers on both sides of the national boundary.

The adjonining states and territories of the Canadian Pacific have been greatly developed since its construction and their future is assured. Northern United States and Southern Canada have found themselves placed as if by magic on one of the most expeditious and economical lines of transportation of that commercial union that has built up all the great ancient and modern cities. By it the United States has been brought in a point of time nearer for expense of transportation of the products of Japan and China and the eastern portion of the Indies than were the ancient cities in the days of their power and glory.

But since its construction, the sun of triumph is shedding its effulgent rays upon the Canadian people and after that difficult and some times uncertain struggle, the shout of victory is heard, its tidings announce themselves by its prolific results, and open from sea to sea is the grand thorough are of culture in the northern part of the western world. No people can remain long in harmony unless they have similar ideas similar sentiments upon all the great political questions that are implied within a nation.

These sentiments can not and will not be alike unless the people are so situated as to be able to enterchange views. By the building of the Canadian Pacific and the other lines that have been built, render it possible for the people on the distant Pacific to commune readily with their brethren in the east.

Oregon clasps hands with Massachusetts, Colorado with Maine, British Columbia with New Brunswick and the people that are sundered for thousands of miles become neighbors in actuality and in reality.

J. H. KIMMEL.

General News.

The Japanese government has engaged a young San Francisco woman to organize a school of domestic service at Tokio, to familiarize Japanese girls with our customs.

The annual convention of the Woman's Christian Temperance Unions of the United States will be held in Nashville, Tenn., Nov. 16th to 21st.

It is estimated that about $2,000,000 are left in the White Mountain region of New Hampshire by tourists during the warm months.

At Tiffiin, Ohio, Nov. 7, City Solicitor Keppel, Contractor Welch, Jeremiah Rex and Charles Baker were horribly burned by a natural gas explosion at the Powell well at noon. Keppel lit a match to find a leak in a pipe in a house built over the well. All will recover.

The Indiana National Woman's Suffrage association met at Evansville, Ind., on the 4, Mrs. Helen M. Gougar, presiding. In the evening that lady made an address on "An Unrestricted Ballot," that aroused great enthusiasm.

C. W. Livingood's 5 year-old daughter was burned to death recently at Blue Springs, Neb. She had been playing with matches. The unfortunate girl, crazed with pain, rushed out of doors toward her father, and running against a hay stack set fire to it. The flames spread, and it was with difficulty that the house and barns were saved.

Low temperature and bad water has caused a great amount of typhoid fever in Indiana.

Emperor William, of Germany has recovered from his sickness.

The United States Supreme Court unanimously denied the application of the Chicago Anarchists for a writ of error.

The public schools in Leadville, Col., have been closed for a year for lack of funds, although the town supports eleven hundred saloons.

The art of paper-making has reached a point where a tree may be cut down, made into paper, and turned out as a newspaper in thirty-six hours.

The Supreme Court of California has declared valid and constitutional an ordinance of the town of Pasadena, Los Angeles Co., which prohibits liquor-saloons.

The coal-famine at Cincinnati is becoming serious. Manufacturing concerns are daily closing down for lack of fuel, and the price is advancing at an alarming rate.

The public schools of Chicago have increased in number in ten years from forty-one to sixty, and now occupy eighty-two buildings. There were, in 1886, 1,175 teachers and 76,044 pupils.

From twenty five to forty carloads of grapes and pears have each week for some time been leaving California for the East. Chicago is the best market for California fruit, and Denver ranks next.

Dr. M. Gunn, the eminent physician, is dead at Chicago.

The contracts for the three new cruisers have been signed.

It is virtually settled that the Rev. Charles A. Berry, of Wolverhampton, England, is to be called to Plymouth church as its pastor.

President Cleveland's cabinet will be recast the latter part of this month. Mr. Lamar will go on to the Supreme Bench, and Post Master General Vilas will be made Secretary of the Interior. It is stated that Don M. Dickinson, of Michigan, will be the next Postmaster General, unless he declines the appointment, which has been tendered to him.

For Rent a Term of Years.

A 570 acre farm, situated in the renowned James River Valley, Fluvanna Co., Va., 66 miles above the capital Richmond, and 70 miles more or less below the business city Lynchburg. It is near and in full view of the Richmond and Alleghany R. R. A beautiful and healthy location, conveniently situated to mills, stores, churches, schools, depot, P. O., &c. In winter the thermometer is rarely ever lower than 10 degrees above zero, and not often and long at a time as low as that. Its usual range is in the thirties and upwards. This farm contains 40 acres James River, broad low grounds; 40 in creek flats; 220 in other arable land; [illegible] cellent variety of timber The land easily improved, and well adapted to the successful growth of all grasses, wheat, corn, oats, tobacco, various vegetables and fruits. *Industrious, reliable, good farmers* are invited to correspond with me for particulars, enclosing stamps for all replies. This farm may be rented by one or more parties, sufficient to cultivate it properly. Best references required. Address, Miss Julia A. Wood, Bremo Bluff, Fluvanna Co., Va.

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FOR SALE AT
THE BRETHREN PUBLISHING HOUSE,
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Result of the Decisions of Annual Meeting Of 1882. 5 cents.
Proceedings of the Dayton Convention. Price 10 cents.
The Lord's Day, proven by scripture and history to be the Christian Sabbath, by A. L. Garber, 5 cents per dozen.
Keep My Commandments by J. H. Worst. 2 cents each or 15 cents per dozen.
The Brethren's Annual. 10 cents, or $1.00 per dozen.
Where is Holsinger. Price 2 cents.
Voice of Seven Thunders, S. H. Bashor, 10 cents per dozen,
Custom and Usages, by J. H Worst, price 5 cents.
Ward's Rudimental Theory of Music: A hand book to the study of both vocal and instrumental music, by R. C. Ward, Mus. D.
This book should be in the hands of every teacher and student of the divine art. Price 25 cents.
PLACARDS:
"Union Sabbath School," price 5 cts. each.
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"All are Welcome," 5 cents.
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